

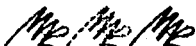
# FARES PLEASE!

May 1997

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*Ballarat Trams are Ballarat History*

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Museum Accreditation Program  
Registered Museum

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## Traffic

Passenger numbers over the Easter period were up on last year, with a particularly popular Good Friday and Easter Sunday. The April School holidays, separated out from Easter this year due to the early Easter, were also very good compared to the previous year. We carried about 750 passengers over the nine school holidays and 166 on Anzac day itself which fell on the last day of the holiday period. On Sunday 20, the middle Sunday, we carried 218 passengers, giving the tram crews an unexpected busy time.

Overall the March/April period which allows comparison with previous years period, we were about 270 passengers up, but ran five operating days less.

## Receipts

Those members who made a donation to the Ballarat Tramway Museum fund at the time of their last membership renewal will find their receipt in their envelope for the use in

their tax return. We delayed mailing these out this time, as a couple of members have mislaid them in the past. Again thanks to those members who have made a donation in the past.

## Bungaree Land

As reported in the last issue of *Fares Please!*, the Museum has recently formally acquired the freehold title of the Bungaree house and land along the railway line, almost up to the back fence of the shop, including a narrow access strip along the side fence of the shop.

The Board is planning how it is going to manage the land, and set up a formal mechanism for doing so. The first step is to fence the land so we can arrange with a local farmer to graze cattle or sheep occasionally in order to keep the grass down. As well, some weed spraying and other clean up work will be necessary.

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# Ballarat Tramways News

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## Membership Renewals

Yes it is nearly that time of the year again. Members will receive in early July their membership renewal form. Our Membership Officer would be grateful for its early return. The Board has decided not to increase the membership fees again. This is the 5th or 6th year in a row, a sign of the lower inflation, no variation in the cost of stamps and good cost containment. However, the Museum would most certainly welcome any donations to our funds you may wish to make.

## New Crew training

Robert Paroissien and Bill Whitford have been trained as Conductors. Robert will soon be commencing his driver training, followed by Bill. We welcome them to our operational ranks.

## Ethics

The Board at its May 1997 meeting determined that it would adopt Museum's Australia's Code of Ethics for Art, History & Science Museums. The document covers both Institutional Ethics and Professional Conduct. While many parts do not affect us at this stage in our development, others do, especially sections regarding the acquisition, display and disposal of collections.

With regard to professional conduct, and this applies to volunteer managed museums, "Museum officers have obligations not only to museum objects but also to the owners and/or custodians of those objects and to their institution, to their colleagues and their profession, and to the public as a whole in their country and world-wide."

Conflict of interest is an important element of the Code. Where for example, museum workers can come into conflict is in maintaining and expanding personal collections. "Officers must always make known formally their interest in private collections of material of a kind represented in their own museum and before making any addition to such private collections either by purchase, donation or collecting, must first offer the item to the museum."

A copy of the Code is available at the depot for any interested member to review it.

## Our Internet Page

Arrangements are being made to relocate the Museum's web page from Andrew Cox's personal home page to the Server that runs Rail Page Australia. This will be done soon after we obtain our own domain name. Rail Page Australia, is at, <http://www.railpage.org.au/index.html> It is a very good site and of course, has many links to other pages.

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## Ballaarat's Steam Tram Era - Dave Macartney

W.A.Shaw was the Manager of the Phoenix Foundry in Armstrong Street through most of its existence. His diary survives in the Archives of the Melbourne University and makes interesting reading. With the onset of the depression of the 1890's, which was even more devastating than the 1930's one in Victoria, Phoenix were chasing any business they could find, especially with the drying up of orders for locomotives by the Victorian Railways. In the event, they obtained an order for three steam tram motors for Bendigo, similar to the Baldwin models already running there, as well as two larger motors for service on marginal Victorian Railway branch lines.

Shaw's diary reads as follows:-

28th April 1892. Tender for the noiseless steam motors for Bendigo Tramways Co. accepted at £970 each.

24th August 1892. Bendigo Motors going well.

29th September 1892. The first of these motors is now about completed. I have arranged with the Ballaarat Tramway Company to run local trips on the Skipton Street line on Thursday next from 10 to 12. I have invited the Directors of the Bendigo and Ballaarat Tramway Cos, Railway

Commissioners and Loco Superintendent, the City Councillors and Mr. Lascelles of Hopetoun to be present as I thought it advisable to advertise these motors as much as possible. Railway Commissioners visit Works on 21st to see motors. Asked for tender for two of similar design to weigh 16 tons and take 45 to 50 tons up 1 in 50 at 25mph on 5'3" gauge.

26th October 1892. Bendigo motors delivered.

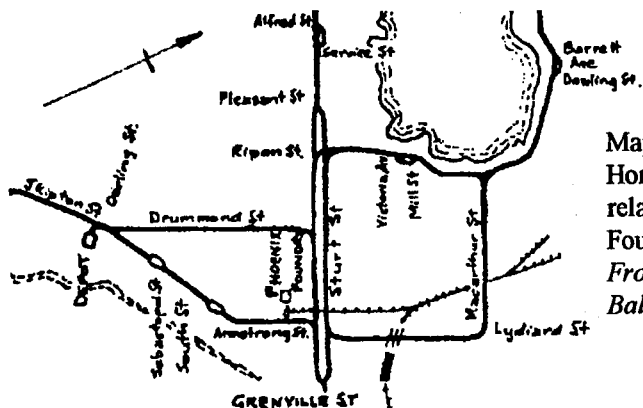
24th November 1892. Steam motor order for Railways (2 No.) at £1600 each. Delivery five months from date of order.

18th May 1893. VR Motors. First delivered on 11th. Two trial trips to Lal Lal. The first in steam only and the second with trucks to 51 tons. Motor in paint shed. Official trial some day next week.

21st June 1893. VR Motors sent back to us to be fitted with cowcatchers, WH (Westinghouse) brakes and American headlights at extra cost of £64-10-0.

The test runs on the tramway consisted of a motor hauling two horse cars along Skipton St. to Rubicon Street. The tramway ran past the works on the eastern side of Armstrong Street, while the western

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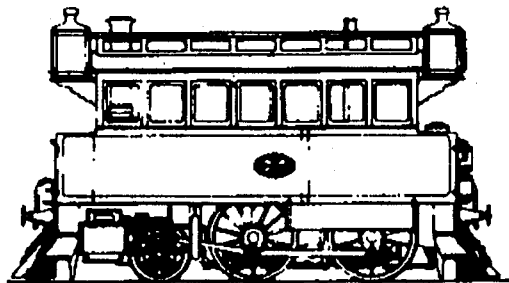


Map of Part of the Ballarat Horse Tram System showing the relative location of the Phoenix Foundry and rail access line. From K.S.Kings Book, *The Ballarat Tramways* p22.

side was occupied by the Company's broad gauge line running north to connect with the railway system. The Bendigo motors were of 0-4-0ST wheel arrangement, 10x14" cylinders, 36" driving wheels and were rated at 75HP. Following electrification of the Bendigo system in 1903, the motors were sold; one went to the Marrawah Tramway in North West Tasmania, one to the Mitchell Estate at Lilydale and one to a sawmill at Crossover, near Noojee.

The Railway motors were bigger: 2-4-0T wheel arrangement, 13 x 19"

cylinders 130lbs boiler pressure, a tractive effort of 6184lbs, driving wheels 4'6" in diameter and weighing 29 tons. Z522 served from 27-5-1893 until 12-12-1910 while Z524 served from 8-6-1893 until 31-5-1911. In 1895, 522 was noted at Stratford for the Maffra service, while 524 was at Coleraine (as noted on the boiler cards). They were later photographed at Warrnambool and Port Melbourne, with one also photographed on a Glen Iris suburban train service. Curiously 522 is listed as having 124 boiler tubes, while 524 had only 123.



Outline drawing of the Phoenix built 2-4-0T locomotives for the Victorian Railways

## At the depot

Or what the back of house museum workers are doing! Over the last few months, we have been busy working on many tasks. The primary task has been the renewal of the overhead north of Gardens Loop, that we reported upon in the last issue of *Fares Please!* This has seen quite a bit of follow up work in finishing off the task and cleaning up fittings etc. in preparation for the next section, later this year.

On the tramcars themselves, the busy January and Begonia Festival running, sees the trams ticking up the number of trips along Wendouree Parade, resulting in a more frequent regular maintenance inspections and work. The other important time consuming task is cleaning them and taking off those dirty finger prints on the windows.

Gary Wood has been busy at work on the side framing of ESCo No. 12. Following the completion of side framing of the side that was exposed to the weather, he has now started on the more intact side. This has been partially dismantled and a number of new pieces of timber are being installed, while others are in a suitable condition to enable their re-use.

Work on overhauling No 28 has gained pace recently with the tram being lifted. The problem piece of

timber, that sits between the top chord of the truck frame and the underside of the body itself has been removed. It was found to have a number of splits and distortions, particularly at the number two end; the result of many years of service. This has allowed one side of the No. 2 end of the tram to be twisted and give the impression of a very distorted and unwell tramcar. A new piece of timber will need to be installed.

As well, it is planned to give the wheels a turn on a wheel lathe and to undertake a general overhaul of the truck. This is last SEC tramcar that we have not undertaken some work on the truck. The axle bearings are the original SEC ones and are needing replacement.

Len Millar has commenced on the touch up painting and some spruce up works on No. 27. Repainted in 1985, this tram is in need of some minor works. Following completion of this work, a similar task will be undertaken on No. 26.

Another substantial job done during April/May was the undergrounding and replacement of temporary power services for the pit and work bench area power supplies and pump lines. This involved digging trenches just inside the front of the depot and installing electrical conduit and also new pump lines to both pits. This

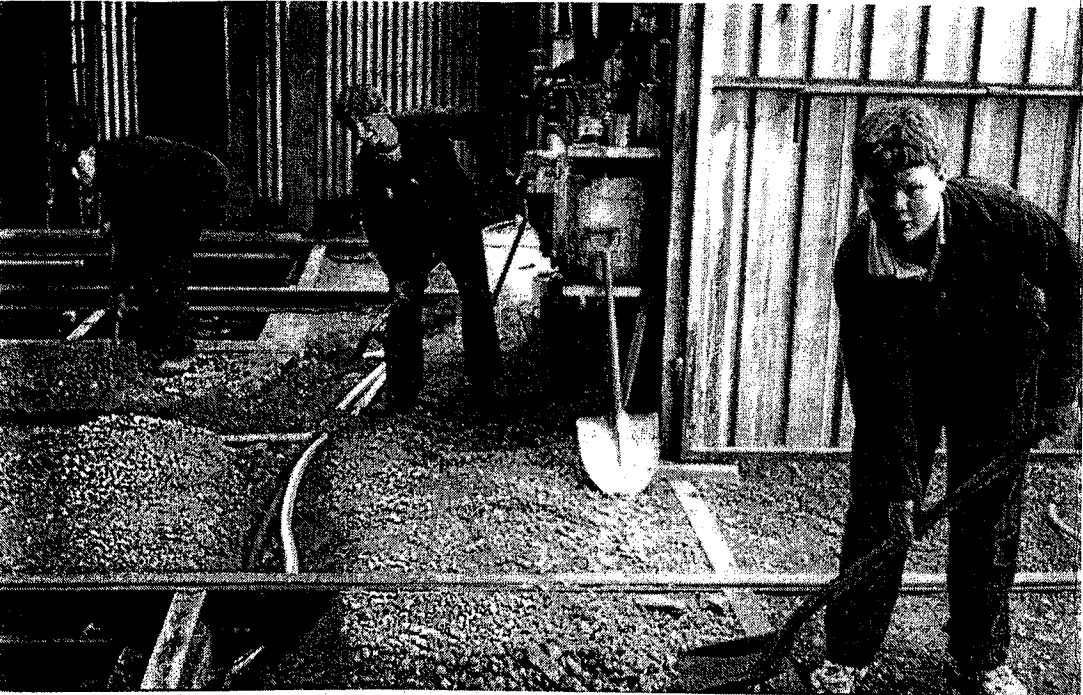
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replaced services that were installed on a temporary basis some 10 years ago. The work is part of the task to enable the surfacing of the front portion of the depot extension with hot mix, similar to that done in the original depot a couple of years ago.

Our team have been trimming the remainder of the floor surface and filling in the low spots to enable about 2/3rds of the area between 4 and 5 roads to be surfaced along with the front between 3 and 7 roads. After this work is completed, we plan to surface the back section of the depot between 2 and 5 roads next year.

During the replacement of the trolley wire, it became obvious that the tower truck's electrical system was not able to sustain a full days operation in Wendouree Parade. The battery suffered a heavy power drain with the flashing lights etc. Barry McCandlish arranged with a local auto electrician to have the electrical system repaired and the generator replaced by an alternator. Thanks Barry for ferrying the truck back and forth. (We won't mention running out of petrol on the return of the second trip will we; No! - Ed.)



After digging the trenches and installing the necessary conduit comes the task of backfilling. Simon Jenkins (left), Paul Mong and Alastair Reither man the shovels

PHOTO: Warren Doubleday

## Letters

The Museum occasionally receives letters complimenting our crews on the reception they received when riding the tram in Wendouree Parade. Our public relations on our tram services are very important. Such letters reflect very importantly upon the attitude and behaviour of the crews, our front of house representatives, in operating our primary museum exhibit. Extracts from two of these letters are reproduced below.

Mr. K Mason on Nambucca Heads NSW:

"On a recent visit to your city, my wife and I had a ride on one of your trams that was operating during the Begonia Festival. The driver of this tram was a very friendly chap and we got to talking about the trams which are returning to Sydney. Keep up your good work in retaining a piece of our history."

Ms Amy Hudson of Pretty Beach NSW:

"My sister and I have just spent a delightful three weeks in Ballarat. We are both seniors, do not own a car, didn't mind travelling on public transport or catch a taxi or to use an old term, pad the hoof (walk). We found a lovely weekend haven, trip to Botanic Gardens, lunch at Lake View, rides on your so well looked after Vintage trams. The gentlemen who manned the trams were happy and

courteous, it was pleasure to ride on a the trams. They seemed so very proud of what they were doing.

We would like to ask if it is possible for you to send some brochures on the trams. We sent cards of the trams to my niece's youngest son, he is nine years old and would like to know all he can about them. He has never seen a tram. I hope Ballarat and its people never change, keeping being proud about their Heritage. NSW could learn a lesson from you all. Hoping I am not imposing on you. May you always be successful in your ventures". ( A donation to cover the cost of mailing etc was received Ed.)

## Why Not Mention us in you Will?

The Museum will be deeply grateful to you if you decide to mention us in your will and continue to support us after your passing. The BTM suggests that if you wish to make a bequest to the Museum you add the following clause to you will:

"I give and bequeath the sum of \$ (or the following items e.g. camera, filing cabinets, library etc) free of probate and estate duties to the Treasurer of the Ballarat Tramway Museum Inc. for the time being and I declare that the receipt of it's Honorary Treasurer for the time being shall be a full and sufficient discharge of payment".

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## Archives

A recent addition to the Archives has been some slides and photographs of trams and associated events from the Eldon J Hogan collection. This was courtesy of the Australian Railway Historical Society Vic Div. who received his railway collection. Though only a small parcel, there are certainly many fascinating photos in the collection, including the initial operating days of the Museum in Wendouree Parade.

## Horse Tram Photographs

Recently the editor was "surfing the net" and came across the Victorian State Library's expanded site. Part of the site is a catalogue of their very large photograph collection, especially the former Victorian Railway's landscape collection that was used to illustrate the Victorian landscape in the country carriages. There are a number of photographs within the collection featuring Ballarat, especially of the horse tram days. This includes two photographs that show horse trams running up Sturt St. on "the wrong side" of the road with the Town Hall and the Post Office in the background. A third shows a horse tram turning from Sturt St. into

Armstrong St with the Town Hall in the background. Alan Bradley, our historian, had not seen some of these photographs before. The site, including a facility which allows you to print out the photograph, is at <http://www.slv.vic.gov.au> Happy surfing.

## Forthcoming Events

Central Highlands Historical Association *Law & Order Exhibition* - See enclosed brochure for this event in early October.

Ballarat Engine & Machinery Preservation Society are planning a rally/display at the Ballarat Showgrounds on 28th Feb. 1998 and 1st March 1998. It will be known as "Ballarat's Industrial Heritage". Vintage machinery clubs from all over Australia have been invited to display their Ballarat made engines and machinery. The Society ran a very successful rally in 1994 featuring all the equipment made by one Ballarat firm - Ronaldson & Tippett. As this rally will exhibit all Ballarat products made in the past (and with the large number of manufacturers that this city boasted), this rally promises to be very much greater in size.

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Fares Please! is published six times a year in alternate months commencing in January and is distributed to members and friends of the Ballarat Tramways. For further information regarding the Museum's activities and publications please contact:- The Secretary, Ballarat Tramway Museum Inc, P.O.Box 632, Ballarat Vic 3353 Phone (03) 5334 1580 Or on the Internet: <http://www.ozemail.com.au/~amcoxy/>

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